		NTSB ID: DEN02LA090		Aircraft Registration Number: N222SH	
		Occurrence Date: 08/10/2002		Most Critical Injury: Serious	
		Occurrence Type: Accident		Investigated By: NTSB	
Location/Time					
Nearest City/Place Victor	State CO	Zip Code 80860	Local Time 2040	Time Zone MDT	
Airport Proximity: Off Airport/Airstrip		Distance From Landing Facility:		Direction From Airport:	
Aircraft Information Summary					
Aircraft Manufacturer Piper		Model/Series PA-32-260		Type of Aircraft Airplane	
Sightseeing Flight: No			Air Medical Transport Flight: No		
Narrative					
<p>Brief narrative statement of facts, conditions and circumstances pertinent to the accident/incident:</p> <p>On August 10, 2002, approximately 2040 mountain daylight time, a Piper PA-32-260, N222SH, registered to and operated by Comtox Corporation of Big Bear City, California, was substantially damaged when it collided with terrain during a forced landing about 2 nautical miles northeast of Victor, Colorado. The private pilot was seriously injured and two passengers received minor injuries. Day visual meteorological conditions prevailed, and no flight plan had been filed for the personal flight being conducted under Title 14 CFR Part 91. The flight originated at Bullhead City, Arizona, approximately 1500 Pacific daylight time, and was en route to Colorado Springs, Colorado.</p> <p>The following is based on the pilot's accident report, statements he made to the local fire chief, and a hospital interview he gave to FAA inspectors. He and his passengers had spent the night in Laughlin, Nevada. The airplane was fueled to capacity (25 gallons each, left and right main tanks; 17 gallons each, left and right auxiliary tanks; total, 84 gallons) prior to departure at Bullhead City. The route of flight was via the Colorado River, south of the Grand Canyon restricted area, direct Four Corners (where the states of Arizona, Utah, Colorado, and New Mexico touch), direct Colorado Springs. GPS (Global Positioning System) was used for navigation. The airplane was at an altitude between 10,500 and 11,000 feet msl (above mean sea level) and had been airborne for 4 hours, 10 minutes. While sightseeing in an area approximately 20 miles southwest of Victor, Colorado, the airplane "began to feel heavy and mushy." The two passengers were repositioned: the female passenger moved to a middle row seat, and the male passenger moved to the right front seat. The airplane "continued to feel heavy with loss of altitude and stall light flashing." The pilot said the EGT (exhaust gas temperature) was lower than normal, but the oil temperature was "in the green." The engine began losing power, so he adjusted the mixture and moved the propeller control "from cruise to full climb" (low pitch/high rpm). The throttle had been in the full open position throughout the flight. The tachometer and manifold pressure gauge registered 2,300 rpm and 21 inches, respectively. The pilot lowered the flaps "one and two notches to improve his situation." The engine began to "miss," and "appeared not to have power." He flew towards a low spot in a bowl, hoping to get to a lower elevation. He decided to make a forced landing in an area "that looked flat and soft." Witnesses saw the airplane bounce three times and the left wing shear off as it spun to a stop.</p> <p>An FAA inspector examined the airplane and reported finding numerous empty beer cans (about two 12 packs) in the airplane. The pilot said his male passenger had consumed the beer. The fuel selector was found positioned on the right main tank. The right tanks appeared to be empty and there was "very little" fuel in the separated left wing tanks. Beegles Aircraft Service retrieved the airplane and confirmed these findings. Upon retrieval, they drained 2 gallons of fuel from the right main tank and about 3 gallons from the right auxiliary tank. No fuel was recovered from the separated left wing tanks. Once the airplane was transported to the Beegles facility in Greeley, Colorado, the carburetor bowl was opened and found to be dry. In addition, no fuel was found in the line between the engine-driven fuel pump and the carburetor.</p>					
FACTUAL REPORT - AVIATION					

National Transportation Safety Board

FACTUAL REPORT**AVIATION**

NTSB ID: DEN02LA090

Occurrence Date: 08/10/2002


Occurrence Type: Accident


Narrative (Continued)


In his accident report, the pilot said he suspected a "magneto failure" as the likely reason for the power loss. The magnetos were tested on August 28, 2002, and functioned normally. Both the engine-driven fuel pump and auxiliary boost pumps were bench tested. Neither pump contained fuel. Both pumps functioned satisfactorily.

The pilot's hospital admittance records were subpoenaed. These records indicated that toxicological specimens were obtained at 0933 and 1005 the day after the accident. Ethanol assay was negative, but the pilot did test positive for benzodiazepines. The pilot told the admitting physician that he was taking Paxil for treatment of depression. According to an FAA Civil Aeromedical Institute (CAMI) toxicologist, Paxil is a benzodiazepine, and is contraindicated for flying.

According to FAA correspondence, the Western Pacific Regional Office had a pending enforcement action against the pilot, and pilot certificate revocation was being considered. Reportedly, the pilot took off from Big Bear City, California, in close proximity to another departing airplane. Aboard that airplane were two FAA inspectors. They followed the offending airplane and observed him "buzzing" a residential community. Upon landing, the inspectors cited the pilot for, among others, violation of FAR 91.13(a), to wit: "No person may operate an aircraft in a careless or reckless manner so as to endanger the life or property of another."

 National Transportation Safety Board FACTUAL REPORT AVIATION		NTSB ID: DEN02LA090			
		Occurrence Date: 08/10/2002			
		Occurrence Type: Accident			
Landing Facility/Approach Information					
Airport Name	Airport ID:	Airport Elevation Ft. MSL	Runway Used	Runway Length	Runway Width
Runway Surface Type: Unknown					
Runway Surface Condition: Unknown					
Type Instrument Approach: Unknown					
VFR Approach/Landing: Forced Landing					
Aircraft Information					
Aircraft Manufacturer Piper		Model/Series PA-32-260		Serial Number 32-266	
Airworthiness Certificate(s): Normal					
Landing Gear Type: Tricycle					
Homebuilt Aircraft? No	Number of Seats: 6	Certified Max Gross Wt. 3400 LBS		Number of Engines: 1	
Engine Type: Reciprocating	Engine Manufacturer: Lycoming	Model/Series: O-540-E4B5		Rated Power: 260 HP	
- Aircraft Inspection Information					
Type of Last Inspection Annual	Date of Last Inspection 04/2002	Time Since Last Inspection 80 Hours		Airframe Total Time 2470 Hours	
- Emergency Locator Transmitter (ELT) Information					
ELT Installed? Yes	ELT Operated?	ELT Aided in Locating Accident Site?			
Owner/Operator Information					
Registered Aircraft Owner Comtox Corp.		Street Address On File			
		City Big Bear City	State CA	Zip Code 92314	
Operator of Aircraft Same as Reg'd Aircraft Owner		Street Address Same as Reg'd Aircraft Owner			
		City	State	Zip Code	
Operator Does Business As:			Operator Designator Code:		
- Type of U.S. Certificate(s) Held: None					
Air Carrier Operating Certificate(s):					
Operating Certificate:			Operator Certificate:		
Regulation Flight Conducted Under: Part 91: General Aviation					
Type of Flight Operation Conducted: Personal					
<div style="display: flex; justify-content: space-between;"> FACTUAL REPORT - AVIATION Page 2 </div>					

 National Transportation Safety Board FACTUAL REPORT AVIATION		NTSB ID: DEN02LA090																																																																																		
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		Occurrence Type: Accident																																																																																		
First Pilot Information																																																																																				
Name		City		State	Date of Birth																																																																															
On File		On File		On File	On File																																																																															
					Age																																																																															
					54																																																																															
Sex: M	Seat Occupied: Left	Principal Profession: Business		Certificate Number: On File																																																																																
Certificate(s): Private																																																																																				
Airplane Rating(s): Single-engine Land																																																																																				
Rotorcraft/Glider/LTA: None																																																																																				
Instrument Rating(s): None																																																																																				
Instructor Rating(s): None																																																																																				
Type Rating/Endorsement for Accident/Incident Aircraft?			Current Biennial Flight Review? 03/2001																																																																																	
Medical Cert.: Class 3		Medical Cert. Status: Valid Medical--w/ waivers/lim.		Date of Last Medical Exam: 02/2001																																																																																
<table border="1"> <tr> <th rowspan="2">- Flight Time Matrix</th> <th rowspan="2">All A/C</th> <th rowspan="2">This Make and Model</th> <th rowspan="2">Airplane Single Engine</th> <th rowspan="2">Airplane Multi-Engine</th> <th rowspan="2">Night</th> <th colspan="2">Instrument</th> <th rowspan="2">Rotorcraft</th> <th rowspan="2">Glider</th> <th rowspan="2">Lighter Than Air</th> </tr> <tr> <th>Actual</th> <th>Simulated</th> </tr> <tr> <td>Total Time</td> <td>2500</td> <td>300</td> <td></td> <td></td> <td>300</td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>Pilot In Command(PIC)</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>Instructor</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>Last 90 Days</td> <td>60</td> <td>40</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>Last 30 Days</td> <td>25</td> <td>10</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>Last 24 Hours</td> <td>6</td> <td>6</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> </table>						- Flight Time Matrix	All A/C	This Make and Model	Airplane Single Engine	Airplane Multi-Engine	Night	Instrument		Rotorcraft	Glider	Lighter Than Air	Actual	Simulated	Total Time	2500	300			300						Pilot In Command(PIC)											Instructor											Last 90 Days	60	40									Last 30 Days	25	10									Last 24 Hours	6	6								
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Seatbelt Used? Yes		Shoulder Harness Used? Yes		Toxicology Performed? Yes																																																																																
				Second Pilot? No																																																																																
Flight Plan/Itinerary																																																																																				
Type of Flight Plan Filed: None																																																																																				
Departure Point		State	Airport Identifier	Departure Time	Time Zone																																																																															
Laughlin		NV	IFP	1500	PDT																																																																															
Destination		State	Airport Identifier																																																																																	
Colorado Sprngs		CO	COS																																																																																	
Type of Clearance: None																																																																																				
Type of Airspace: Class G																																																																																				
Weather Information																																																																																				
Source of Briefing: Unknown																																																																																				
Method of Briefing: Unknown																																																																																				


 National Transportation Safety Board FACTUAL REPORT AVIATION		NTSB ID: DEN02LA090	
		Occurrence Date: 08/10/2002	
		Occurrence Type: Accident	

Weather Information					
WOF ID	Observation Time	Time Zone	WOF Elevation	WOF Distance From Accident Site	Direction From Accident Site
KCOS	2039	MDT	6184 Ft. MSL	260 NM	60 Deg. Mag.
Sky/Lowest Cloud Condition: Scattered			9000 Ft. AGL	Condition of Light: Day	
Lowest Ceiling: None		Ft. AGL	Visibility: 10	SM	Altimeter: 30.13 "Hg
Temperature: 24 °C	Dew Point: 11 °C	Wind Direction: 140		Density Altitude: 8336 Ft.	
Wind Speed: 14	Gusts:	Weather Conditions at Accident Site: Visual Conditions			
Visibility (RVR): Ft.	Visibility (RVV)	SM	Intensity of Precipitation:		
Restrictions to Visibility: None					
Type of Precipitation: None					

Accident Information					
Aircraft Damage: Substantial		Aircraft Fire: None		Aircraft Explosion: None	
Classification: U.S. Registered/U.S. Soil					
- Injury Summary Matrix	Fatal	Serious	Minor	None	TOTAL
First Pilot		1			1
Second Pilot					
Student Pilot					
Flight Instructor					
Check Pilot					
Flight Engineer					
Cabin Attendants					
Other Crew					
Passengers			2		2
- TOTAL ABOARD -		1	2		3
Other Ground					
- GRAND TOTAL -		1	2		3

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FACTUAL REPORT - AVIATION					
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 National Transportation Safety Board FACTUAL REPORT AVIATION	NTSB ID: DEN02LA090	
	Occurrence Date: 08/10/2002	
	Occurrence Type: Accident	
Administrative Information		
Investigator-In-Charge (IIC) Arnold W. Scott		
Additional Persons Participating in This Accident/Incident Investigation: Richard F Hosker Aviation Safety Inspector - Avionics FAA Flight Standards District Office 26805 E. 68th Ave., Suite 200 Denver, CO 80249		
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